



## Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact [support@jstor.org](mailto:support@jstor.org).

*The Law of Railroad Rate Regulation, with Special Reference to American Legislation.* By JOSEPH HENRY BEALE, JR., AND BRUCE WYMAN. Boston: William J. Nagle, 1906. 8vo, pp. lii+1,285.

The authors of this book are members of the Harvard law faculty, and have studied and taught the subject for a number of years. This rare and happy preparation has made it possible for them to present to the profession, within a very short time after the enactment of the Interstate Rate Regulation Act of 1906, a treatise of very substantial serviceableness to lawyers suddenly called upon to advise clients under the new law. "Timely" books are never wanting just after important legislative changes, but their early editions seldom have much merit on account of their hasty preparation and the lack of really thorough knowledge on the part of their authors. Like the razors in the old poem, they are "made to sell." The lawyer who searches this volume, however, will find admirably arranged nearly all of the information upon the subject that was accessible when the book appeared.

One of its conspicuous merits is that the book treats the subject of railroad rate regulation as a particular instance of the power of government to regulate all forms of business that have become "affected with a public interest," and as a normal development from the common-law rules regarding the conduct of such employments. Here the authors' experience as teachers, where their studies have enabled and required them to investigate this field in the broadest fashion, has been of great service. The first quarter of the book is devoted to a convincing demonstration of the identity of principle involved in the regulation of carriers and other public callings. If any signs of the immediate future may today be trusted, it is those pointing to increased governmental control over large industries, and particularly those enjoying positions of "virtual monopoly." The argument in this part of the book should go far to familiarize lawyers with certain novel applications of well-established legal principles that seem destined to play an important part in the social adjustment of the new century.

After the discussion of general principles, the second part of the book considers railroad rate regulation under the common law, and the third part deals with American statutory regulation, federal enactments being treated with much fulness. State and English

statutes are referred to wherever they throw light upon the meaning of the federal acts, and the important sections of all state laws regulating rates are collected for comparison. The rulings of the Interstate Commerce Commission are catalogued in several convenient tables, and there is a chapter upon procedure before the commission, with an appendix of forms.

There are many typographical errors, due to haste in putting the book through the press, for which the authors apologize in their preface. There are also a few errors in substance, doubtless due to the same cause, such as the statement (§897) that it has been finally decided that transportation between points in the same state, passing through another state *en route*, is not interstate commerce. The contrary was held over three years before this was published. *Hanley v. Kansas City, etc., Ry.*, 187 U. S., 617 (1903). *Wight v. United States*, 167 U. S., 512, is cited (§724) as an authority against personal discrimination in rates, under common-law principles, even though the rates be reasonable. The case was really decided under the Interstate Commerce Act, and on the same day the Supreme Court unanimously said, in another case, that apart from statutes such discrimination was not illegal. *Parsons v. Chicago, etc., Ry.*, 167 U. S. 447 (1897). Such slips are, however, but small blemishes upon an excellent and useful piece of work.

JAMES PARKER HALL

THE UNIVERSITY OF CHICAGO LAW SCHOOL

---

*Industrial Education. A System of Training for Men Entering upon Trade and Commerce.* By HARLOW STAFFORD PERSON. Boston and New York: Houghton, Mifflin & Co., 1907. Pages viii+86.

This essay is a Hart, Schaffner, and Marx prize essay. The essay can not be criticized on the ground that it is an incomplete discussion of the subject, because, as the author says in his prefatory note, "it is no more than a series of suggestions." We cannot criticize him, therefore, for not doing what he did not intend to do. Otherwise, serious fault would have to be found with the gaps in the presentation.

Undoubtedly, Dr. Person has grasped the main requirement of